



SAN FRANCISCO'S GATEWAY



CONSTRUCTION BEGINS NOVEMBER 2009

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SIMULATION OF NEW ROADWAY

PRESIDIO PARKWAY

CONSTRUCTION BEGINS NOVEMBER 2009!

CREATING JOBS FOR LOCAL WORKERS AND DELIVERING A SAFER ROADWAY - SOONER.

Doyle Drive has been re-envisioned as the Presidio Parkway – a roadway tucked into the natural contours of the Presidio of San Francisco and the Golden Gate National Recreation Area, one of the nation’s largest urban parks. The Presidio Parkway will create a spectacular regional gateway between the iconic Golden Gate Bridge and the city of San Francisco. After years of intensive regional coordination, environmental reviews and careful planning, construction of the Presidio Parkway is now able to begin more than a year ahead of schedule, thanks to \$50 million from the American Recovery and Reinvestment Act of 2009. As a result, the region will receive a safer roadway sooner, as well as many new jobs for San Francisco and Bay Area workers. Construction of the Presidio Parkway begins in November 2009, with substantial project completion expected in 2013.



▲ SIMULATION OF PRESIDIO PARKWAY



▲ EXISTING ROADWAY

RE-ENVISIONING DOYLE DRIVE AS THE PRESIDIO PARKWAY

An Opportunity for Improvements

Doyle Drive was built in 1936 to funnel traffic through the Presidio military base and connect the Golden Gate Bridge to San Francisco. Things have changed since then and the Presidio is now home to residents and businesses and provides open space for events and outdoor recreation. Converted from a military base to a national park in 1994, the Presidio is still in the process of adapting to its new uses. The Presidio Parkway was carefully designed to be context sensitive, improve access to the Presidio and include the unique features of a parkway, rather than a freeway.

Key Design Features

A parkway design including two short tunnels, a wide landscaped median and traffic calming transitions to city streets.

A spectacular regional gateway that respects the natural contours of the surrounding area and complements the unique environment of San Francisco and the Presidio, a national park.

New direct access to the Presidio and enhanced views.

A more centralized location for transit connections.

Enhanced pedestrian connections within the Presidio to the Main Post, Crissy Marsh, the National Cemetery and historic batteries.

Reduced light and noise intrusion at Crissy Field.

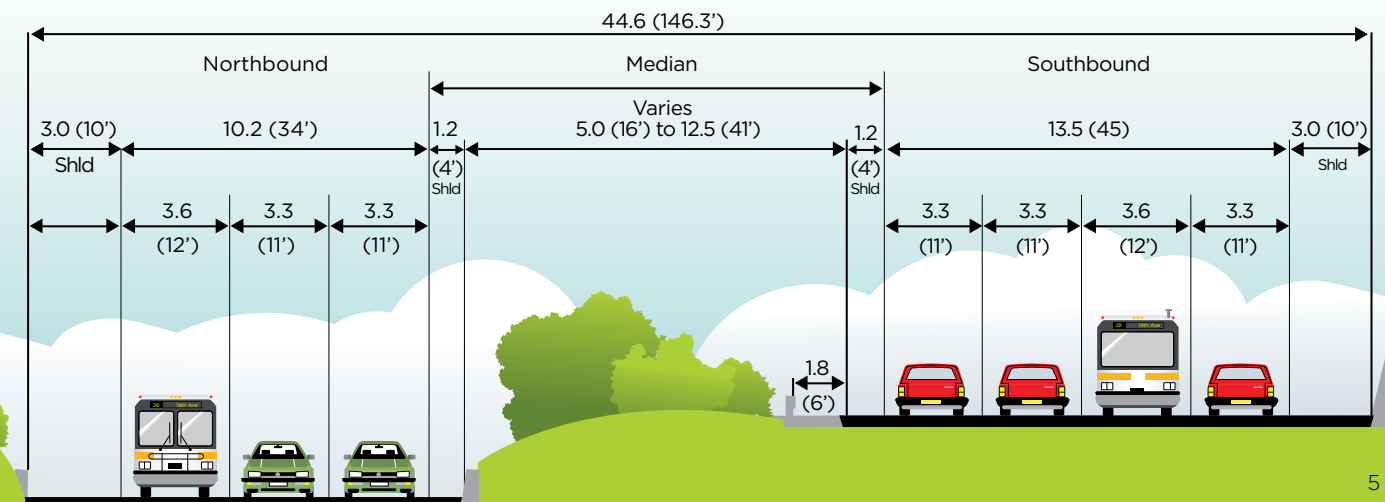
MAKING DOYLE DRIVE SAFER

Seismic Safety

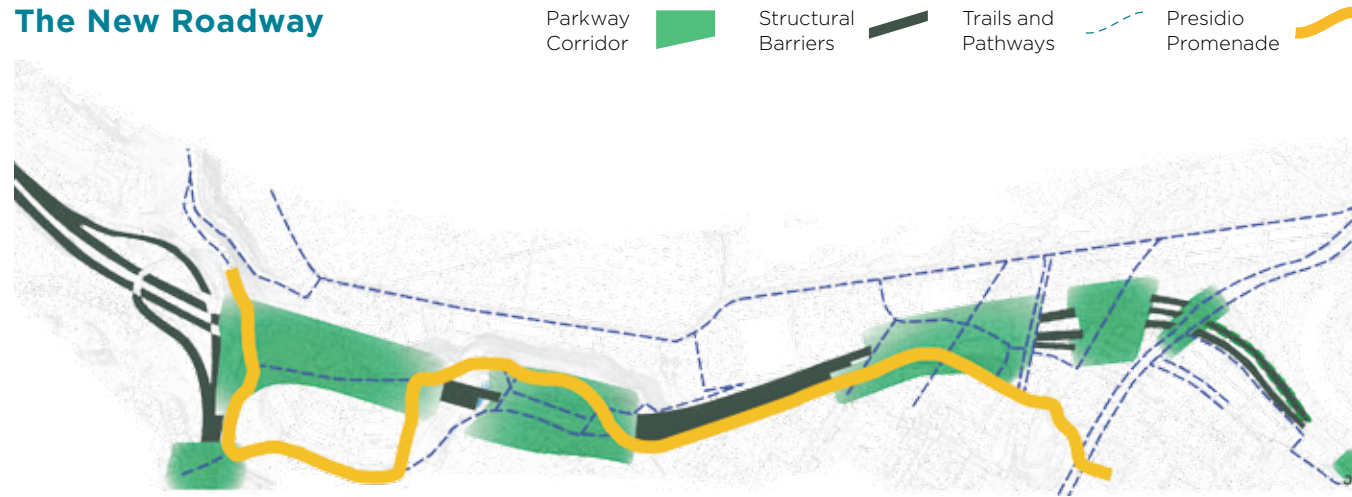
Doyle Drive is facing the same problem that threatens other parts of our nation's infrastructure: the ravages of time and continual use. Originally built in 1936, Doyle Drive has reached the end of its useful life. Furthermore, the 1.5-mile project corridor is located in a high seismic hazard zone in variable soils, including liquefaction zones. The Presidio Parkway has been carefully designed to withstand the maximum credible earthquake for this region. Seismic safety will be achieved in 2011 when traffic is transferred onto the temporary bypass adjacent to the existing facility.

Traffic Safety

In addition to replacing Doyle Drive with an earthquake-safe structure, the new roadway will improve traffic safety with wider lanes, continuous shoulders and medians. The northbound and southbound roadways will be separated by a wide, landscaped median. The result for motorists will be the experience of traveling through a park while taking in views of the Bay or Presidio – rather than lanes of oncoming traffic.



The New Roadway



CONNECTING PEOPLE TO THE PARK: IMPROVEMENTS FOR BICYCLISTS, PEDESTRIANS AND TRANSIT RIDERS

The Presidio Parkway design also improves and enhances the experience for bicyclists, pedestrians, and transit riders within the project area. The project team has worked with multiple community and recreation groups and local agencies to create a design that will

deliver a comprehensive, integrated and connected network of streets, sidewalks and paths for all modes of transportation.

The new roadway design will allow pedestrians and bicyclists to cross over or under Doyle Drive at numerous locations in accordance with the Presidio Trails and Bikeways Master Plan. There will also be new connections to Battery Blaney, Main Post and Crissy Field.

MULTI-MODAL DESIGN FEATURES

Presidio Promenade

A main component of the Presidio Trails and Bikeways Master Plan, the parkway design supports future promenade improvements that will connect to 24 miles of major trails and 19 miles of in-road bike lanes in the Presidio.

Girard Road Bike Lanes

The parkway design provides new bicycle routes to the Presidio and Marina Boulevard.

Better Connectivity in the Presidio

The tunnels included in the parkway design will provide improved access between Main Post and Crissy Marsh, and will provide new access to historic batteries.

Lincoln Boulevard

In line with Presidio plans, the parkway design will support roadway enhancements such as adjacent bike lanes and paths.

Transit-Friendly Design

The roadway has designated 12-foot lanes to accommodate buses and there will be extended bus bays on Richardson Boulevard help make transit more efficient and convenient.

Halleck Street

The parkway design maintains this street as a pedestrian and bicycle route with limited vehicular use.



CREATING JOBS FOR SAN FRANCISCO AND BAY AREA WORKERS

There is much work to be done to build the new Presidio Parkway and the project team is committed to creating opportunities for local workers. Accordingly, a robust Workforce Development Program is in place to ensure jobs are created for San Francisco and Bay Area residents. The project team is working with key stakeholders including the San Francisco Mayor's Office of Workforce Development, San Francisco Board of Supervisors, CityBuild, Jobs Now!, and community-based non-profit organizations to inform and involve local businesses and workers. A Disadvantaged and Small Business Enterprise Participation Program has been established to actively engage businesses throughout San Francisco, the Bay Area and California. Efforts are paying off, \$3.6 million went directly to small and local businesses for the project's first preconstruction contract (tree removal and native plant and seed collection). In addition, the project team

reached out to more than 5,000 certified Underutilized and Disadvantaged Business Enterprises (UDBE/DBE) firms and certified Small and Disabled Veteran Business Enterprises (SB and DVBEs) to participate in the competitive bidding process for Contract #3, the first of six major construction contracts, which has an estimated value of \$83 million.

CONTACT INFORMATION

To receive information regarding the Disadvantaged and Small Business Enterprise Participation Program, please send an e-mail request to smallbusiness@presidioparkway.org or call (415) 420-7528.

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